

AMENDMENT TO THE CLAIMS

1. (Currently Amended) A seatbelt apparatus for a vehicle, comprising:
  - a webbing for restraining a passenger seated on a seat;
  - a retractor for winding and rewinding the webbing;
  - a first pretensioner for winding the webbing to the retractor by a first tension;
  - a second pretensioner for applying a second tension to the webbing in an emergency about the vehicle to restrain the passenger;
  - a manipulated brake detecting unit for detecting a manipulated amount of a brake pedal of the vehicle;
  - an obstacle detecting unit for detecting an obstacle in front of the vehicle; and
  - a control unit for controlling the first tension by the first pretensioner in accordance with at least one of a tension control based on detection data by the manipulated brake detecting unit and another tension control based on detection data by the obstacle detecting unit,wherein the control unit, under the tension control based on detection data by the manipulated brake detecting unit, allows the first pretensioner to always operate when it is judged that the vehicle is braking in an emergency, [[and]]
  - the control unit, under the tension control based on detection data by the obstacle detecting unit, allows the first pretensioner to operate selectively; and the control unit is adapted to detect an operation of the passenger and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined time period.

2. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when a driver's driving manipulation is detected.

3. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's braking operation and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the driver's braking operation is detected.

4. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's braking operation and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when a canceling of the driver's braking operation is detected.

5. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's braking operation and prohibit the tension control based on detection data by the obstacle detecting unit while a brake pedal is being manipulated by the driver.

6. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's accelerating operation and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when an accelerator pedal is manipulated by the driver.

7. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's manipulating of a steering wheel and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the steering wheel is manipulated by the driver.

8. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's manipulating of a winker and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the winker is manipulated by the driver.

9. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's manipulating of a gear-shift lever and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the gear-shift lever is manipulated by the driver.

10. (Original) The seatbelt apparatus for the vehicle of claim 1, wherein the control unit is adapted to detect a driver's manipulating of a clutch and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the clutch is manipulated by the driver.

11. (Currently Amended) A seatbelt apparatus for a vehicle, comprising:

a webbing for restraining a passenger seated on a seat;

a retractor for winding and rewinding the webbing;

a first pretensioner for winding the webbing to the retractor by a first tension;

a second pretensioner for applying a second tension to the webbing in an emergency about the vehicle to restrain the passenger;

manipulated brake detecting means for detecting a manipulated amount of a brake pedal of the vehicle;

obstacle detecting means for detecting an obstacle in front of the vehicle; and

control means for controlling the first tension by the first pretensioner in accordance with at least one of a tension control based on detection data by the manipulated brake detecting means and another tension control based on detection data by the obstacle detecting means,

wherein the control means, under the tension control based on detection data by the manipulated brake detecting means, allows the first pretensioner to always operate when it is judged that the vehicle is braking in an emergency, [[and]]

the control means, under the tension control based on detection data by the obstacle detecting means, allows the first pretensioner to operate selectively; and the control means is adapted to detect an operation of the passenger and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined time period.

12. (Currently Amended) A method for controlling a seatbelt for a vehicle, comprising:

preparing a webbing for restraining a passenger seated on a seat;

detecting a manipulated amount of a brake pedal of the vehicle;

detecting an obstacle in front of the vehicle;

applying a first tension to the webbing under the tension control based on detection data of the manipulated amount of the brake pedal always when it is judged that the vehicle is braking in an emergency;

detecting an operation of the passenger and prohibiting the tension control based on detection data of the obstacle for a predetermined time period;

applying another first tension to the webbing under the tension control based on detection data of the obstacle selectively; and

applying a second tension to the webbing in an emergency about the vehicle to restrain the passenger.

13. (Currently Amended) A seatbelt apparatus for a vehicle, comprising:

a webbing for restraining a passenger seated on a seat with a first tension or a second tension which is larger than the first tension, the second tension applied to the webbing in an emergency;

a manipulated brake detecting unit for detecting a manipulated amount of a brake pedal of the vehicle;

an obstacle detecting unit for detecting an obstacle in front of the vehicle; and

a control unit for controlling the first tension to the webbing in accordance with at least one of a tension control based on detection data by the manipulated brake detecting unit and another tension control based on detection data by the obstacle detecting unit,

wherein the control unit, under the tension control based on detection data by the manipulated brake detecting unit, always applies the first tension to the webbing when it is judged that the vehicle is braking, [[and]]

the control unit, under the tension control based on detection data by the obstacle detecting unit, applies the first tension to the webbing selectively; and the control unit is adapted to detect an operation of the passenger and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined time period.

14. (Currently Amended) A vehicle comprising a seatbelt apparatus, said seatbelt apparatus comprising:

a webbing for restraining a passenger seated on a seat;

a retractor for winding and rewinding the webbing;

a first pretensioner for winding the webbing to the retractor by a first tension;

a second pretensioner for applying a second tension to the webbing in an emergency about the vehicle to restrain the passenger;

a manipulated brake detecting unit for detecting a manipulated amount of a brake pedal of the vehicle;

an obstacle detecting unit for detecting an obstacle in front of the vehicle; and

a control unit for controlling the first tension by the first pretensioner in accordance with at least one of a tension control based on detection data by the manipulated brake detecting unit and another tension control based on detection data by the obstacle detecting unit,

wherein the control unit, under the tension control based on detection data by the manipulated brake detecting unit, allows the first pretensioner to always operate when it is judged that the vehicle is braking in an emergency, [[and]]

the control unit, under the tension control based on detection data by the obstacle detecting unit, allows the first pretensioner to operate selectively; and the control unit is adapted

to detect an operation of the passenger and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined time period.

15. (Previously Presented) The vehicle of claim 14, wherein the control unit of the seatbelt apparatus is adapted to detect a driver's braking operation and prohibit the tension control based on detection data by the obstacle detecting unit while a brake pedal is being manipulated by the driver.

16. (Previously Presented) The vehicle of claim 14, wherein the control unit of the seatbelt apparatus is adapted to detect a driver's accelerating operation and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when an accelerator pedal is manipulated by the driver.

17. (Previously Presented) The vehicle of claim 14, wherein the control unit of the seatbelt apparatus is adapted to detect a driver's manipulating of a steering wheel and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the steering wheel is manipulated by the driver.

18. (Previously Presented) The vehicle of claim 14, wherein the control unit of the seatbelt apparatus is adapted to detect a driver's manipulating of a winker and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the winker is manipulated by the driver.

19. (Previously Presented) The vehicle of claim 14, wherein the control unit of the seatbelt apparatus is adapted to detect a driver's manipulating of a gear-shift lever and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the gear-shift lever is manipulated by the driver.

20. (Previously Presented) The vehicle of claim 14, wherein the control unit of the seatbelt apparatus is adapted to detect a driver's manipulating of a clutch and prohibit the tension control based on detection data by the obstacle detecting unit for a predetermined period when the clutch is manipulated by the driver.

21. (Previously Presented) A seatbelt apparatus for a vehicle, comprising:

- a webbing for restraining a passenger seated on a seat;
- a retractor for winding and rewinding the webbing;
- a first pretensioner for winding the webbing to the retractor by a first tension;
- a second pretensioner for applying a second tension to the webbing in an emergency about the vehicle to restrain the passenger;
- a manipulated brake detecting unit for detecting a manipulated amount of a brake pedal of the vehicle;
- an obstacle detecting unit for detecting an obstacle in front of the vehicle; and
- a control unit for controlling the first tension by the first pretensioner in accordance with at least one of a tension control based on detection data by the manipulated brake detecting unit and another tension control based on detection data by the obstacle detecting unit,



wherein the control unit, under the tension control based on detection data by the manipulated brake detecting unit, allows the first pretensioner to always operate when it is judged that the vehicle is braking in an emergency, and

the control unit, under the tension control based on detection data by the obstacle detecting unit, is adapted to detect a braking operation of the passenger and prohibit the tension control for a predetermined time period, thereby reducing troublesomeness of the passenger.

22. (Canceled)